



Respondents identified 299 locations in and around the planning area that need improvements to support the Preferred Future Land Use pattern.

Most map markers were placed along the Canal Road corridor, just east and west of I-83.

## I-83 Exit 26 Land Use Study – Public Outreach and Survey 3 Results Summary

Public Meeting 3 for the I-83 Exit 26 Land Use Plan was conducted virtually on January 27, 2021, to introduce the Preferred Future Land Use Map and solicit feedback via Survey 3.

The survey was open from January 28, 2021, to February 16, 2021, and asked respondents to review the map, available on the project website, in detail. A total of 76 survey responses were submitted. This document summarizes the survey results.

### Needs to Support the Land Use Plan

Of the five categories of potential improvements, “Roads” and “Safety Concerns” **locations were identified most often (122 and 98 markers, respectively) and were heavily concentrated along the Canal Road corridor.** “Open Space” garnered 47 map markers throughout the planning area, requesting greenways along Little Conewago Creek and smaller streams and farmland protection as a balance and buffer to future development. The 18 “Modal Choice” map markers suggested improved bicycling facilities such as along the Canal Road, Susquehanna Trail, and York Street/Board Road corridors. The 14 “Utilities” map markers generally identified areas not currently served.

More than half of the map markers were identified with a specific improvement or concern; this was optional. Intersection Modification was the most frequently identified Road Improvement type and Dangerous

Intersection was the most frequently identified Safety Concern. Respondents placed about 30 of each with many co-located at the Canal Road–Susquehanna Trail intersection, the Canal Road–Willow Springs Lane intersection, and the Canal Road–Zions View Road intersection.

Among the 47 Open Space map markers, 20 were specified as greenways with and without access. On-street Bike Routes represented half of the 18 suggested Modal Choice improvement locations. Each Utility type was specified at least once but these numbers were very small.

**Respondents’ comments about potential improvements were also focused on Roads and Safety Concerns.** More than 200 comments pertaining to potential improvements were provided, with 44% focused on Roads and 35% on Safety Concerns.

- Comments on Roads addressed anticipated increases in traffic and the need for

specific improvements such as road and bridge widening, paving, and intersection changes such as signals and alternative configurations like a roundabout.

- Comments on Safety identified a few locations subject to recurring flooding.
- Comments on Open Space suggested locations to preserve open space to support wildlife habitat.
- A few comments questioned the increase in the amount and intensity of warehouse distribution development, citing a lack of available infrastructure, particularly roads and utilities, as well as the financing of infrastructure improvements through tax dollars.

*Note: Review of specific map marker locations and comments will be beneficial as municipalities consider individual improvements in the future.*

